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MONDAY, FEBRUARY 24, 1896.—SIXTEEN PAGES.

PAGES 9 TO 16.

## TWO MATTERS OF DEEP INTEREST TO NEW YORK CITY.

### FIVE-CENT FARES EXTORTIONATE.

"Could Give Cheap Transportation, Pave the Streets and Pay a High Tax on Their Gross Income Without Ceasing to Yield Profit."

Cleveland, Ohio, Feb. 23, 1896.

The Editor of the Journal, New York:

I am firmly convinced that the street railway companies in American cities can well afford to carry passengers for a lower fare than five cents. In this city eleven tickets are sold for 50 cents, and certain limited transfer privileges are given. In addition, the companies pave from twelve to sixteen feet of the street at the time paving is laid, and keep the same in repair. They also pay \$10 per year per car as a car license. The paving tax has been a benefit chiefly to the property owners, and this offsets the possible damage which a street railway does to property in front of which it passes. In my opinion, however, public interest would be better served by a payment of a percentage of the gross receipts, or a track tax to the city, than by the paving tax.

I believe that seven tickets can be sold for a quarter, and the companies can pay a good percentage of the gross receipts to the city, and still operate at what in other lines of business would be considered a living profit. The grossly inflated capitalization of street railway companies and their heavy bonded indebtedness, amounting in many cases to a sum that would duplicate the entire plant, is a conclusive demonstration of this fact. The exact percentage of the gross receipts which should be paid in addition to lower fare would depend on local conditions, the average haul and the consequent operating expense per passenger being much greater in some cities than others; for example, Were a new road built in this city I believe it could do a paying business at seven tickets for a quarter rate, and pay the city at least 15 to 18 per cent of its gross receipts. All that the public is compelled to pay now in excess of this is an extortion, whose only justification is that a large revenue is necessary in order to earn dividends on stock that, as a matter of fact, represents nothing but water. In our large municipalities, at least, the time has come when the people should be carried for the lowest possible fare, with good service, and the city, at the same time, should have an income from the use of its public streets for the maintenance of its government.

Very truly yours,  
ROBT. E. MCKISSON,  
Mayor of Cleveland.

#### BILL NYE'S RESTING PLACE

The Great and Gentle American Humorist to Be Buried on Tuesday in the Episcopal Church Yard Near Arden, N. C.

Asheville, N. C., Feb. 23.—The body of Edgar W. Nye will be buried at the Calvary Episcopal Church, near Arden, on Tuesday next. Mr. Nye was a member of this church and a regular attendant whenever he was at home. The funeral will be held at noon and the following gentlemen will act as pallbearers: Dr. G. W. Fletcher, Major E. B. McKissick, Dr. W. B. Hillard, R. B. Blake, Major W. E. Breese and Captain Oliver Middleton Rutledge. The funeral sermon will be preached by the rector of the church, the Rev. Dr. Phelps. Mr. Nye's mother has not reached Asheville, but his brother, District Attorney Nye, of Minneapolis, and his wife are at Buck Shoals.

The funeral will be one of the largest ever held in this section of the State. Many telegrams have been received by Mrs. Nye from persons prominent in the literary world expressing their sympathy in her bereavement.

#### TO BUILD UP WILMINGTON.

The L. & N.'s Absorption of the Seaboard Air Line Will Boon the Delaware Port of Entry.

Louisville, Ky., Feb. 23.—The report that the Louisville and Nashville has absorbed the Seaboard Air Line is generally accepted in Louisville as true. The Seaboard Air Line and the Louisville and Nashville have always been strong allies. The consolidation of the two roads,

### TO ROB THE CITY OF HOME RULE.

Cornelius N. Bliss Says the Consolidation Act Is a Conspiracy Plotted by Men of More Than One Party.

To the Editor of the Journal:

It is the duty of the newspapers to study the motives that may be hidden in the enactments for the Greater New York, and let the people know about them right away.

Things at Albany do not look right to me. It seems as if an attempt is being made to wrest control of the city government from the people and put it into the hands of a set of men. It looks as if the proprietors of more than one party machine understood one another.

No denials have been made of statements, repeatedly published, which give the plain inference that the somewhat harmless looking measure reported by Senator Lexow's sub-committee is only the forerunner of legislation that is intended to deprive citizens of their commonest political rights for a year or two, at least.

I take it that the people are generally favorable to consolidation, but they want a voice in the plan. They do not want plans made for them by men appointed by some one for that purpose. They want, I believe, to choose those men themselves.

I will make little comment on the legislation that, it has been alleged, is to be introduced later, providing for the appointment of Commissioners, by the Governor, to take charge of the Police, Fire and Health departments. That will doubtless be settled in short order, if it ever comes up, and I hardly think it will be settled to the liking of its promoters. The citizen, who has other things to trouble about besides politics, may not stop to figure some things out, but he may read that, and understand it as a plain proposition to turn the city departments over to a band of spoils seekers.

I have the greatest confidence in Governor Morton, yet I think it highly imprudent to give to any one man the appointment of Commissioners who are to determine what form of character and what kind of legislation the consolidated cities shall have. That chapter of the bill condemns it. It would be a flagrant outrage to place the problem of municipal government in the hands of such a Commission. The questions to be determined will require all the wisdom of statesmen, and purity of motive will be the essential qualification.

I believe the people will insist on voting for the men who are to build a plan for them. Any compromise on that idea would simply be a compromise of their liberties and institutions.

I do not believe the Lexow Consolidation bill can go through the Legislature in its present shape.

I believe the people will become aroused when they understand it, and that when they understand that without discussion, without consulting their wishes, the measure was prepared, and that there seems to be a desire to covertly make it a law.

The subject ought to be thoroughly aired before the Legislature takes a vote. If it is, I think some of the legislators will hear from their constituents.

It has been said that the Committee of Twenty-five went out of business the other day. That is a mistake. It will make an investigation of this subject. There are some few people back of this committee, I believe, and they will do their part to see that no sacrifice of public interests is made to advance any political cause or gratify any man's desire for power. They will try to at least preserve the principles of home rule from the attack of the Consolidation bill at Albany.

CORNELIUS N. BLISS.

New York, Feb. 22.

### "POLITICAL JOBBERY AND TINKERING."

Senator Pavey Says New York Looks on Indifferently While It Is Being Robbed of Its Rights.

To the Editor of the Journal:

The lack of interest displayed by the citizens of New York in the Lexow Consolidation bill is amazing. A year ago public opinion was roused to white heat over the difficulty in securing from the Legislature at Albany proper municipal legislation for this city. Now it is proposed to pass a statutory declaration that New York, Brooklyn and Long Island City shall be consolidated at some future date, and establish a State Commission to recommend from time to time legislation in regard to the city departments and public interests in general. The influence of the city in its own affairs is to be reduced to a minimum, and yet, under this threatening avalanche of political jobbery and legislative tinkering with city affairs, the city is supine and silent.

FRANK D. PAVEY.

### THREE-CENT FARES FOR NEW YORK CITY.

They Would Relieve Unprecedented Overcrowding, Help the Poor Mentally, Morally and Physically, and Largely Increase the Traffic of the Roads Themselves.

The demand for 3-cent fares on the street railways of New York City has become a problem of the day. According to most people who are not prejudiced by self-interest modern methods of operation and cheapened materials have so reduced running expenses and the cost of plant that a handsome profit would still be paid on the actual capital invested by the street railway companies if passengers were carried for 3-cent fares. The street car magnates themselves find it impossible to answer the friends of the 3-cent fare idea except by reiterating the unsupported statement that they could not afford to keep in business if the rates were reduced. This statement is effectively offset by the accounts already published in the Journal of the highly profitable 3-cent roads in Detroit, and to this convincing proof is added, this morning, a telegram from the Mayor of Buffalo, which describes the anxiety of a company of hard-headed capitalists there to give three rides for 10 cents over sixty miles of electric railroads.

New York has never been well treated by her street railroads. Franchises of tremendous value have been given to them for nothing or next to nothing, and in return for these gifts New Yorkers have been offered service inferior to that found in many minor Western cities. The New York companies were the last to adopt the cable and electricity as motive power. Philadelphia, Chicago and San Francisco utilized these improvements long before New Yorkers took advantage of them. New York's street cars, including those of the elevated lines, are notoriously the most inefficiently lighted in the country, and it was not until this winter that anything like a respectable system of heating was introduced on some of the principal surface lines. There are European cities whose incomes from franchises are large enough to pay nearly all of the municipal expenses, provided for in the

United States by municipal taxation. Liverpool, for instance, has disposed of her franchises to such advantage that they pay 66 per cent of her running expenses. New York's income from franchises infinitely more valuable is almost insignificant, and the services rendered by the companies who thus fatten at the public expense are vastly inferior to those exacted by the English city.

The extravagant waste of city income possibilities by the ignorance or corruption of officials who frittered or bartered New York's franchises away cannot be corrected. New York cannot make the railroads pay her more, but she can pay them less.

The advantages which 3-cent car fares would mean to New York can scarcely be overestimated. Mr. James B. Reynolds, in an appended statement, calls attention to one of them. Because of its geographical conformation New York has become the most over-crowded city in the world. In our tenement house districts the density of population to the acre is higher than exists now, or ever has existed, anywhere on earth. A small section of Bombay approaches it, but does not equal it. The tenement house problem, which this over-crowding has created, is so serious that two State committees have been appointed to examine it and suggest relief measures. One of these was in session last year. It corrected many of the evils, but the great evil of over-crowding baffled the investigators. The poor cannot afford to pay high car fares in going to and from their work. To reach any suburban section where small detached houses could be secured at a reasonable cost, these folk would have to pay from 10 to 15 cents each way, or from 20 to 25 cents per day. Such expenditure is out of the question, so they must be

content to herd in the tenements. The tenement house problem, with all its details of high death rate, low moral standard, ignorance and filth, is really the transit problem—not the rapid transit problem, but the cheap transit problem. Three-cent fares would bring the outlying districts within reach of the poor man. This would be a boon to him and a greater boon to his children—the rising generation, the generation that will take into its growing hands the future of New York. At the same time they would relieve the unparalleled congestion of the downtown districts. All this would, at the same time, largely increase the traffic of the roads. An expert believes that this increase would amount to more than 300,000 per day in the aggregate. Three-cent fares would be a good thing all around.

#### A BOON TO THE PEOPLE.

Three-Cent Fares Would Solve Many of the Problems of Life for the Poor.

Before presenting Mr. James B. Reynolds's statement it should be explained that his views are thoroughly in accord with those of such men as Felix Adler, R. Fulton and W. Bayard Cutting, Richard Watson Gilder, Dr. Albert Shaw, Professor R. L. Gould, of Johns Hopkins, and many others who have studied the subject in all its bearings, theoretical and practical. Mr. Reynolds is at the head of the University Settlement, at 26 Delancey street, and his knowledge of the folk who would benefit most by three-cent car fares is equalled by that of only a few. He says: "I believe that we ought to have three-cent fares. Unquestionably such a

### THREE RIDES FOR TEN CENTS.

Mayor Jewett, of Buffalo: "Electricity Has Cheapened Operation So That Roads Can Now Be Profitably Operated on This Basis."

Buffalo, N. Y., Feb. 20.

W. R. Hearst, the Journal.

The best indication that three cents is ample fare for street car lines is the fact that capitalists are now willing to put their money into lines operated under that arrangement. This has been demonstrated within a month in this city. The Buffalo Traction Company sought admission into this city, desiring to put in a system covering sixty-six miles of streets. They secured a franchise from the Common Council based on what was practically a five-cent fare, but I refused to sign it and demanded that the new company should sell three tickets for ten cents, good at all hours of the day and good for transfers over all the lines of the company. The Traction Company at once acceded to this demand, and would probably now be building its lines but for the fact that it was refused a certificate by the State Railroad Commission, which seems to represent the railroads and not the people. The Traction Company is still anxious to build this road under conditions named, and are endeavoring to enter the city by means of an extension of a suburban road, to which the assent of the Railroad Commissioners is not required. Among the stockholders of the Traction Company are many of the leading citizens of Buffalo, including ex-Postmaster General Bissell, E. G. S. Miller and Joseph B. Mayer, also the well-known street railroad magnate ex-Congressman Tom L. Johnson, of Cleveland. If these people did not think they could make money at a three-cent fare they would not put their money into the road. In fact electricity has cheapened cost of operation so much that railroad men practically concede roads can now be operated at a profit on this basis if there be an honest capitalization. I do not think the time is far distant when a three-for-ten cent rate will prevail in this city in spite of the State Railroad Commission.

EDGAR B. JEWETT,  
Mayor of Buffalo.

reduction would enable a large number of persons to live, grown, who are now compelled for the slight consideration of four cents a day to crowd into East Side tenement houses.

"In urging persons to move out of this crowded district, as I often do, I have been confronted with the accurate estimate of the differences in rent and it has been repeatedly shown to me that if to that be added the expense of car fare, living uptown would be made impossible to the limited incomes of the folk with whom I came in contact.

"Any reduction in traveling expense would enable a certain portion of the people now living in the congested districts to move uptown and such result is for the interest of the community at large, as well as for the individuals directly affected. "My personal belief is that all surface, elevated and other rapid transit lines should be owned and operated by the city itself, and if the present bill fails to go through, I believe that the question of such municipal ownership will be seriously considered by the public and the various companies will do well to bear this in mind in their treatment of the popular demand at the present time."

#### HOYT'S DISCONTENTED WOMEN

Their Quarrels Likely to Land the Manager in a Law Suit.

Boston, Feb. 23.—There has been trouble in Charles H. Hoyt's "A Contented Woman Company." Caroline Miskel Hoyt is charged with being jealous of one of the other women in the company, and the matter is to be aired in the courts here the first Monday in March.

The interested parties are Mr. and Mrs. Hoyt. Mrs. Mary Pierce, who has been playing the part of the strong-minded woman in the piece, and her fair daughter, Alice, who is also in the company. Mrs. Pierce today told this tale: "Last September my daughter and I signed a forty-weeks' contract with the understanding that it would be renewed for three years. The play was 'A Content-

ed Woman," and Alice had a light part to show her impersonation specialty. We opened in Buffalo. The papers there gave Alice a flattering notice, almost ignoring Mrs. Hoyt. That started the trouble. As we continued on the road the trouble grew from bad to worse. The New York papers and the large Western papers gave Mrs. Hoyt but a few lines of mention, praising my daughter and her specialty, some papers even criticizing Mrs. Hoyt's work unfavorably. The effect on Mrs. Hoyt was noticeable. Her former cordiality toward my daughter turned to a desire to smother her. This continued until the eve of our Boston engagement December 15. Mr. Hoyt then discharged Mrs. Hoyt, saying that he might use Alice in some other place. I have no redress under my contract, but Alice has and her half I will sue Mr. Hoyt for \$1,500 salary."

#### SAVED THEM FROM DROWNING.

A Tall Stranger Performs a Heroic Act for Two Brothers.

New Haven, Conn., Feb. 23.—Lake Whitney yesterday afternoon came near being the scene of another drowning accident. George T. Pratt and his brother, Robert G. Pratt, of No. 341 Ellsworth avenue, were the victims. Both are expert skaters, and were on the ice in the neighborhood of the ice house. The work of cutting ice has been in progress for some time, and there was a thin layer just beyond a ledge formed by broken blocks of ice.

The two brothers skated along until suddenly the ice gave way beneath them, and they found themselves in the lake. Both are good swimmers, and to that they owe their lives. The great throng of skaters had in the mean time congregated about the spot, and there was danger that the ice would give way under the strain. While George was fighting his way to safety a tall stranger, wearing a silk hat, who had attracted considerable attention during the afternoon, forced his way through the crowd, and upon his stomach, reached his hand to George and pulled him to safety, and then performed a similar service for the other brother, who was on the verge of drowning from exhaustion.

Concord's Tax Deficits Grow Bigger. Concord, N. H., Feb. 23.—The examination of the books of Tax Collector Foster, conducted by Auditor Lyford, is proceeding slowly. Further irregularities are already apparent, and it is not improbable that the embroilment will aggregate upward of \$20,000. A special meeting of the city government has been called for to-morrow afternoon, at which Mr. Foster's resignation will be accepted, and Auditor Lyford will be authorized to complete the collection of the taxes for 1896.